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## NEW METHODS IMPROVE RAILROAD OPERATIONS

LANCHAK METHOD EXPLAINED -- Gudok, No 112, 18 Ser 49

The Lanchak method of freight yard operations consists of concrete means for the most effective maneuvering in freight stations. The method combines the selection and distribution of deliveries of cars in the geographical sequence of the points to which they must be delivered. The principle of continuous-method handling of cars provides for the smallest number of shunting movements and elimination of many short reverse movements. The cars are continually moved forward along the shortest station routes.

In distributing cars, the cars are delivered as close as possible to the unloading area and then are moved to the unloading points themselves. On dead-end tracks, cars which will require the longest time to be unloaded are put farthest from the exit point, and those requiring the least time are placed nearest the exit point. In this way the cars may be removed as soon as they are unloaded, without having to wait for the whole group of cars. If the unloading track is a through track, the care requiring the least unloading time are placed nearest the exit point and those requiring more time follow. The unloaded cars are being constantly taken away and loaded cars are being constantly delivered.

To organize his work in this fashion, the yard master must know at all times what is happening with the rolling stock, from the time of its arrival to its departure. If the various shunting crews limit themselves to the boundaries of their own shuting areas and do not cooperate by working according to one single plan with those crews which continue the car-handling process, then the continuous-line method will not be achieved.

The Lanchak method can have great significance in freight yards. Usually locomotives in freight yards are attached to specified points, and before a car can arrive at its place of destination within the yard, it must undergo processing in three or four shutting reas, each area preparing the transfer to the next. This slove delivery and assembly of cars. The Lanchak method coordinates the shunting locomotives, effecting simultaneous handling of deliverles from two sides, and the cars are grouped along the unloading points, after which each locomotive distributes its groups. Gathering up the cars after unloading is done in the same manner.

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Distribution of the cars is coordinated with gathering of cars delivered earlier to the same points. As a rule, empty cars are collected, grouped, and delivered to assembly tracks. When a locomotive is sent after a group of unloaded cars, it should deliver a regular group of cars to be unloaded. It is better to make an extra stop at the freight shed than to create long intervals between delivery and gathering which cause delay of machinery and inefficient utilization of the capacities of the loading platforms.

One quarter of freight car curnaround time is spent in loading and unloading points. The car does not spend as much time, usually, at freight sheds and warehouses as it does waiting for loading and unloading operations. One fifth of all loading and unloading is done in freight yards, which have their own peculiarities, such as the large quantity and wide dispersal of the points to which cars must be delivered (the Shartash Station of the Sverdlovsk System, for example, has more than 200). The lanchak method as worked out by Lanchak in the Moscow-Freight-Kiyevskaya Station has achieved savings in time of 30 percent. Calculations show that even better results could be achieved in many stations. The adoption of the Lanchak method in all freight stations would permit a saving of more than 320,000 car-hours per day.

It is necessary to workout typical technological processes for freight station operations. The Freight Operations Chair of the Moscow Institute for Transport Engineers has sent a group to Gor'kiy to study the problem, and the group has worked out a system for the freight station with the Lanchak method as a base. Study of the principles of marshalling set forth by the Lanchak method should be included in the program of the operations faculties and sections of institutes and technical schools this year. Also, it is evident that it is necessary to change the principles of distribution of the various freight-yard components and create new patterns for their track development.

SCHOOLS TO STUDY LANCHAK METHOD -- Gudok, No 111, 16 Sep 49

The Ministry of Transportation USSR has informed the heads of all rail-road okrugs, systems, and transport institutes that in connection with the program for reducing freight car delay in freight operations, vital significance is attached to the adoption of the Lanchak method of processing local freight cars. With the goal of introducing the Lanchak method, the Ministry directs that Stakhanovite schools for studying the nethod, be organized in all freight stations having locomotives assigned specially to local operations.

Gudok, No 110, 14 Sep 49

On the Moscow-Kiev, Primorskiy, Pyazan'-Urai, Moscow-Donbass, Northern, Estonian, Belorussian, and Western railroad systems there are 60 Stakhanovite schools for studying the Lanchak method. There are 512 persons studying in these schools.

STEPS TAKEN TO IMPROVE RR PLANNING -- Gudok, No 107, 7 Sep 49

The Central Planning and Economics Section of the Ministry of Transportation has directed the heads of the planning and economics sections of the railroad orness to work out the plans for 1950 with the direct participation of representatives of the railroad systems. It is necessary also that the various sections of the systems take part in working out the plans for the systems.

The Central Railroad Okrug has been directed to correct the discrepancies between the monthly goals set for rolling stock utilization and the year program which were disclosed in Godok for 12 August. -- F. Mulyukin, head, Central Planning and Economic Section of Ministry of Transportation

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UNIFORM TYPE OF TERMINAL GUARANTEE ADOPTED -- Gudok, No 110, 14 Sep 49

The Ministry of Transportation has adopted a uniform form of terminal guarantee (uzlovaya garantiynaya markn) for use throughout the railroad network. On the guarantee should be indicated the dispatching station and railroad system and the station of destination, the weight of the train, the numbers of the first and last cars, and the point to which the train should travel without repair. The guarantee testifies to the good condition of the train and is signed by the dispatcher, car foreman, weigher, and the worker who makes up the train of the dispatching station, and the head conductor and the train car foreman.

The guarantee travels with the train to the station of destination. When cars are uncoupled because of technical or commercial failures, the failure is noted on the back of the guarantee and the guarantee is returned to the dispatching station. The station of destination is required to inform the dispatching station by telegram within one day on the condition of trains arriving with guarantees which have traversed two or more railroad systems.

ADOPTION OF MILK TANK CARS ASKED -- Gudok, No 105, 2 Sep 49

In 1936 the Leningrad Milk Combine assembled a railroad milk tank car, after which six more were built. However, mass production of the cars was never set up. All the same, the use of milk tank cars should hold great interest for the food industry and railroad transport. Shipping milk in tank cars is much cheaper than shipping it in containers. Since one 2-axle tank car having a capacity of 10 tons is equivalent to three 2-axle refrigerator cars, into which can be leaded 500 milk cans. It is much simpler to load a tank car than it is to fill and load onto freight cars 300 cans. Also, it is much easier to clean and sterilize the tank car. It is time to begin serial production of milk tank cars not only for Leningrad but for other industrial centers of the 1938. -- Letter to Gudok from a accent in the Leningrad Institute of Transport Engineers.

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